

MS. GRUENING: My name is Jamie Gruening, J-a-m-i-e, G-r-u-e-n-i-n-g. I live in Crescent Valley.

1 The Draft EIS acknowledges low level radiological exposure to the general public in nonaccident conditions during routine transportation of nuclear waste to Yucca Mountain. I and my family live in section 33 of township 29 north, range 48 east, County of Eureka. My home is approximately 3,000 to
2 three and-a-half thousand feet east of the primary alignment rail corridor.

I do have a map that is an EIS privileged map that indicates the primary alignment and a secondary choice. Little pink dot indicates where I live.

2 At the nearest point, my home -- at the nearest point to my home the east side of the corridor is
continued comparatively very narrow, which would place the track very near to my home. In the alternate rail route, also through Crescent Valley of the Carlin route, if that would be used, the track itself would be some 500 to 700 feet from my home, and again, that's according to the map.

If the alternate route would be used, being so near to my home, would my land and my home be inside or outside the corridor? Exactly how, how much and when would I be compensated?

If the primary alignment rail corridor through Crescent Valley would be used, would I be compensated at all for my uncomfortable and disturbing proximity to it?

According to figure J-11 on page J-86, volume 2 of the DEIS, approximately 12,227 shipments of nuclear waste will come over the Carlin route under the mostly rail scenario. Now according to Ms. Booth today, that number of shipments could be as few as only 9,924.

1 If either Carlin route is used, rail routes, I can expect, according to the DEIS, approximately
continued 12,227, personal, low level, radiological exposures over 24 years. As I approach retirement, I expect to be at my home by choice most of the time. That's quite a lot of exposure.

Who will monitor, manage, evaluate, and pay for the immediate and latent health consequences of this repeated and long-term exposure? How will I and my family or our heirs be compensated for the effects on our health and well being?

It was stated just here this evening by one of the DOE individuals that DOE follows the NEPA guidelines. The NEPA, National Environmental Policy Act, is intended, I have read, in its documentation to help public officials make decisions that among other things act to protect, restore and enhance the environment, including the human environment. If the Draft EIS and the whole EIS process and the

ultimate recommendations and decisions are obligated by NEPA to function in such a manner, I have the following questions.

One: How, in what specific ways would the storage of nuclear waste protect, restore, or enhance the site at the Yucca Mountain repository?

Two: How, again in what specific ways, would the transporting of nuclear waste enhance the environment, including the natural environment and the human environment along the transportation routes themselves? Especially along those routes that at this time have no rail lines whatsoever, such as the proposed Carlin route through Crescent Valley.

And my third question on that line: How and in what specific ways would the construction of a rail line, the location of that rail line, and the transporting of nuclear waste on this track enhance the natural environment and the human environment of Crescent Valley and more specifically of my home, which is as little as one-tenth and as much as possibly seven-tenths of a mile from the track depending on which route is chosen?

And I have a few short questions as well. What exactly is an adequate buffer corridor during construction of the rail line in terms of health and safety of residents immediately adjacent? What is an adequate buffer corridor after completion of construction? Where exactly will wells be drilled along the Carlin route? Where exactly will man camps be located of the construction crews?

Which of the five proposed rail routes is the most cost effective? What are the projected costs for each of these five proposed rail routes through Nevada?

Will there be an overpass or an underpass for county access roads to private property? Who will maintain these changes that would be made to county access roads?

And finally, who is liable for the impact on property values?

Thank you.